What Is Claimed Is:

1. A method for determining the position and/or the anticipated position of a vehicle during a parking operation in relation to the oncoming lane of a multi-lane roadway, characterized by the following method steps:

    -   determining the position of the oncoming lane (16) in relation to the vehicle (10) at the beginning of the parking operation,

    -   determining the anticipated parking trajectory (28) of the vehicle (10),

    -   determining potential intersections of the anticipated parking trajectory (28) with the oncoming lane (16), and

    -   providing a signal in the presence of at least one intersection of the parking trajectory (28) with the oncoming lane (16), the signal being processed by means.

2. The method as recited in Claim 1,
    wherein the anticipated parking trajectory (28) of the vehicle (10) is determined based on the position of the vehicle (10) at the beginning of the parking operation and the anticipated final parking position of the vehicle (10).

3. The method as recited in one of the preceding claims,
    wherein the anticipated parking trajectory (28) of the vehicle (10) during the parking operation is compared to the actually driven parking trajectory (30) and the remaining parking trajectory to be anticipated is determined from this data.

4. The method as recited in one of the preceding claims,
    wherein the position of the vehicle (10) at the beginning of the parking operation, the position of the oncoming lane (16) in relation to the vehicle (10) at the beginning of the parking operation, and the anticipated final parking position of the vehicle (10) are determined using ultrasonic sensors (24), radar sensors, lidar sensors, video sensors, or other distance sensors, steering angle sensors and/or a lane departure warning system.

5. The method as recited in one of the preceding claims,
    wherein the objects (14), approaching the vehicle (10) in the oncoming lane (16), are classified with regard to their actual level of danger in a potential collision with the vehicle (10) via a video-based camera system.

6. The method as recited in Claim 5,

    wherein in the presence of at least one intersection of the parking trajectory (28) with the oncoming lane (16), a signal is provided only e event of objects (14) approaching in the oncoming lane (16) with a high level of danger in a potential collision.

7. A device for determining the position and/or the anticipated position of a vehicle during a parking operation in relation to the oncoming lane of a multi-lane roadway, characterized by

    -   means for determining the position of the oncoming lane (16) in relation to the vehicle (10) at the beginning of the parking operation,
    -   means for determining the anticipated parking trajectory (28) of the vehicle (10),
    -   means for determining potential intersections of the anticipated parking trajectory (28) with the oncoming lane (16), and
    -   means for providing a signal in the presence of at least one intersection of the parking trajectory with the oncoming lane (16), the signal being processed using means.

8. The device as recited in Claim 7,

    wherein the means for determining the position of the oncoming lane (16) in relation to the vehicle (10) has at least one ultrasonic sensor (24), one radar sensor, lidar sensor, video sensor, or another distance sensor.

9. The device as recited in Claim 7 or Claim 8,

    wherein the means for determining the position of the oncoming lane (16) in relation to the vehicle (10) is connected to the onboard computer of the vehicle (10).

10. The device as recited in at least one of Claims 7 through 9,

    wherein the provided signal is processed via a means for alerting the driver of the vehicle (10) and/or a means for interrupting the parking operation.